

## OREGON HATCHERIES AS REPORTED.

TEXT OF FISH WARDEN VAN DUSEN'S REPORT TO THE STATE FISH COMMISSION AT SALEM YESTERDAY.

The following interesting excerpts are taken from the November report of Fish Warden H. G. Van Dusen, of the State of Oregon, as submitted by that gentleman at the meeting of the State Fish Commission at Salem yesterday:

### Hatchery Operations.

The severe rains that we had throughout the State during the forepart of the month had such effect on all of our hatchery streams that our hatchery operations were interfered with at all the stations excepting the Umpqua, McKenzie and Ontario, where we were through collecting eggs and had our racks and traps all out of the river; at the other stations we were in the midst of our egg collecting seasons, and for the time being were stopped entirely. All of our permanent racks on the Coast Streams stood the freshets with but slight damage; and while a great many salmon got away from us and went over the racks when the water was at its highest stage, recent reports received go to show that salmon enough were stopped to assure us of a full supply of eggs at all of the Coast Hatcheries. At the other two Columbia River Stations (Wallowa and Salmon River) we were not so fortunate; that is, in the matter of saving a supply of salmon, the loss though was not serious, inasmuch as we were entirely through with our work on the Chinook variety of salmon and were at the time of the freshet collecting Silversides spawn. A detailed account thereof is as follows:

### Salmon River Hatchery.

The dam across Salmon river stood with no apparent damage. The east bank of the river was cut some, but nothing serious. The water was seven feet deep over the dam and flooded the banks of the river to such an extent that salmon had no trouble in getting by and all seem to have taken advantage of the opportunity and passed on to the upper river. The new permanent rack across Sandy River stood in good shape, but the water flooded the banks of this river to such an extent that salmon had no trouble in getting around and going on up the stream. Some damage was also done to the banks of this stream but the expense of putting it into shape again will not amount to very much.

### Wallowa River Hatchery.

The new dam across the Wallowa was in an uncompleted state, but seems to have stood the freshet without any serious damage. In clearing the right-of-way for the railroad on the upper river a great deal of brush and many snags and stumps got into the river, nearly all of which was brought down with the freshet and this trash, together with the high water made matters look very serious for us for a few days, but in the course of time all was gotten clear, and now, just as soon as the water gets down again, this dam will be thoroughly inspected and the damaged parts taken out and renewed. The most serious loss at this station was the batch of Sockeye Salmon that

we were holding for spawning purposes. Superintendent Allen seemed to think that he had ten or twelve thousand of this variety of salmon on hand when the fresh came and they all got away from him and passed on to the upper river. The dam is 14 feet above low water mark and was made as high as the railroad grade would permit, but it seems that it is a little too low to stop salmon during a freshet such as this.

### Tillamook Hatchery Station.

The new permanent rack that we have at this station is all in good shape excepting a couple of stringers that were cracked by a big tree that fell on it when there was about five feet of water going over. The damage is slight and will not have to be repaired for a year or two, if at all. The salmon had no trouble in passing over the rack and the Chinook variety were all lost to us, but we should yet get plenty of Silversides to assure us of a full supply of eggs.

### South Coos River Hatchery.

On the South Coos River we were able to hold our racks until the 13th day of November when the freshet got too severe and the river raised clear of them, letting all the fish pass; but before this happened, with the kind assistance of the fishermen on the lower river who went to the hatchery in a body and volunteered their services, Superintendent Smith was enabled, by working day and night, to collect 7,320,000 Chinook eggs which is the largest batch of eggs ever taken at this station. We were also favored by the loggers on the upper river maintaining a log boom across the river above our racks until after we had gotten our supply of eggs. This boom was of considerable assistance to us, inasmuch as it stopped and held the drift as well as the logs, so that we had nothing on the racks to contend with but the great volume of water.

### Siuslaw River Hatchery Station.

The rack that we have at this station is a permanent affair and stood throughout the freshet in good shape. We had a little trouble with the banks cutting, but this damage was slight and has been attended to temporarily. In the course of a couple more seasons we should get the banks of the river well guarded, so that we will never be troubled in that connection, no matter how high the water may get. The water was so high that the salmon had no trouble going over the rack and a great many took advantage of the opportunity; but the time of year was early, especially for the Silversides, and we should have no trouble getting a full supply of eggs from this variety of salmon before they get through running.

### Vaquina Hatchery.

No damage was done the permanent rack at this station and the prospects are good for a full supply of eggs.

On account of the small number of Chinook-Salmon eggs collected again this season at our Ontario Salmon Hatchery, and to properly stock Snake River in order to guard against such shortage four or five years hence, if there is anything in the theory that the salmon return to the stream of their nativity to spawn, I made application to the United States Bureau of Fisheries for a portion of the eggs that they had collected at their Big White Salmon River and Little White Salmon River Hatchery stations, tributary to the Columbia River, and was favored by them with 3,550,000, which were transferred in good condition on November 17, 18, 21 and 22. These, together with the couple of million that we managed to spawn, will be taken care of at Ontario and the fry raised therefrom will be kept until next April and May, when they will be turned out into Snake river at the beginning of the spring freshet time.

The receipts from Districts Nos. 1 and 2, for the month, from fines, penalties and licenses aggregated \$163.32. And the disbursements for the month aggregated \$2,230.78.

J. R. Burke, a prominent fish dealer of Cathlamet, was in the city yesterday on business.

## THE McMILLEN V DRAG

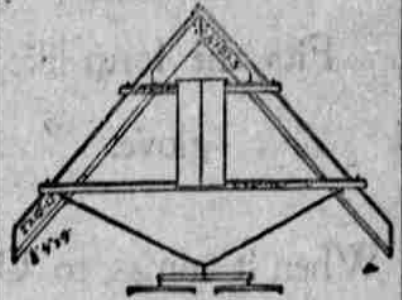
LOWAN'S DEVICE FOR WORKING HEAVY GRADED STONY ROADS.

Directions For Making the Implement and How it Works—Cost of Construction Small—Claimed to Be Better Than Split Log Drag.

One of the men who have been impelled to turn their attention to the betterment of the roads in their own town is J. H. McMillen of Hesper, Winneshiek county, Ia., and the problems he has had to meet in dealing with roads extending over heavy grades and stony ground have been the necessity which is the mother of invention, says the Good Roads Magazine.

Mr. McMillen has devised an implement which is termed the V drag to do this work and which he describes as follows:

"The McMillen V drag requires two pieces of plank 2 by 10 inches by 12 feet, one piece of 2 by 6 inches by 14



DETAILS OF THE McMILLEN V DRAG.

feet, one piece 4 by 4 inches by 6 feet, four one inch steel pins twelve inches long, one link twelve inches long, with eye bolt and two staples to hold rear end in position; two staples to hitch to, two pieces of band from nine feet long by four inches wide and one-eighth of an inch thick for shoes and two pieces of band from three feet long ten inches wide and one-eighth of an inch thick to make the adjustable opening in rear.

"To make the V drag first bolt on the shoes, letting them come even at the front end and extending half an inch below wood for a cutting edge. Next bore through the ends of the 2 by 6 pieces the six inch way; then bore holes six inches deep and twenty-four inches back from front end in the side pieces; then bore holes and put in staples to hitch to. These should be about the center up and down in side pieces and three feet from the front end. Next set up the sides and put the 2 by 6 inch piece on top up edgewise, and drop in the pins; then place the sides together at the rear end with one extending three inches past the other. Pin on the 4 by 4 by 6 feet. Now bore a hole in the side that extends farthest back three inches from the upper edge and two and a half inches from the rear end; put in the eye bolt, which is fastened to the link, and place the link up beside the other side piece; put in one of the staples to hold the extended side from drawing back and the other one to hold them from working up and down on each other; put in a pin as in a barn door fastening. The side pieces should be cut out on lower side at the rear end, starting five inches from the upper side and coming to the lower edge three feet from the rear end, thus making an opening for extra dirt to escape; bore a hole in lower front end of the three foot band irons and three holes in the rear end of each, and by placing them over the opening in rear end of drag the opening can be made adjustable. This opening should be kept closed as much as possible, so that it does not carry too much dirt, though the drag should carry some dirt in the rear all of the time to fill holes and low places. When the surface of the road has been cut and rutted by travel during a prolonged rain, and before the earth has dried out, the drag should be drawn back and forth over the road. This fills the holes and ruts and crowns the road, preparing it to shed the water precipitated by the next rainstorm, and, by doing the work before the road has become hard and dry, the material thus scraped up becomes incorporated in the road instead of remaining on the surface to be ground into dust. The cost of the construction of the drag being insignificant, it is possible for almost every farmer living along a road to build one and, by devoting a few spare moments after each rainstorm, maintain a good highway."

The idea of the V drag was derived from the pioneer split log drag, which from the recent earnest advocacy of D. Ward King has come to be known by his name, and it is claimed as an improvement in that, having more slant, it draws more earth to the center; having two sides, one balancing the other, it keeps its position on the road better and, being wide and rigid, it cuts the humps and fills the holes without leaving a wavy surface, as results from using a one sided tool.

### NOTICE.

All persons interested in the creation of Selving Grounds and Fish Traps, are requested to attend a meeting of the above interests to be held at Chinook, Wash., Monday, Dec. 10, 1906. The object of this meeting is to form an organization of the above interests for the united benefit and the upbuilding of the fishing industry. A steamer will leave the Lurline dock at 12:30 Monday and will leave Chinook on the return trip about 6 p. m.

Chas. A. Davis, Ed. Gardner, Chris Olsen, Louis Hoffe, J. C. Peterson, J. T. Nassas, J. R. Burke, Committee

## TO DEMAND PLEDGES

BRIEF OUTLINE OF LABOR'S POLITICAL PROGRAMME.

Trades Unionists to Be Nominated Wherever Practicable—All Candidates to Be Questioned—Complete Success Is Possible.

Labor's political programme has two main divisions—(1) the nomination of trades unionists wherever practicable, but not as candidates of a labor party except where success is practically a sure thing, and (2) the questioning of candidates for the establishment of an improved system of government—the initiative and referendum or the advisory initiative and advisory referendum to be used in combination with congress, legislatures and city councils. The system as a whole is guarded representative government. The system that it displaces is machine rule, technically termed party government.

The first mentioned division of the programme is being developed rapidly. In Chicago, for example, the Progressive Alliance has been organized, with a view to its introduction throughout the country. The aim is to control the conventions of the leading parties wherever practicable. The nominees, so far as practicable, are to be trades unionists, and the platform declarations are to be for the initiative and referendum, termination of government by injunction, public ownership of monopolies, etc.

The second division of labor's political programme is the questioning of candidates for the termination of machine rule—the establishment of the people's sovereignty. The change in national affairs is to be effected through the advisory initiative and advisory referendum; for it is the only practicable way. No change in the written constitution is required. The written constitution cannot be changed under the existing party system, so strongly entrenched are the ruling few.

The advisory initiative and advisory referendum is the same system as the initiative and referendum except that the latter is legally effective, whereas the advisory system results in an instruction and one which the candidates for legislative office are pledged in advance to obey. It is effective, just as the pledging of presidential electors is effective.

The result of questioning candidates and publication of their replies prevents an evasion of the issue. With publicity secured the voters do the rest. If any of the candidates refuse to pledge for the termination of machine rule they are scratched from the ticket.

In order that the questioning of candidates shall extend throughout the rural districts and also be supported by the business and professional interests many county referendum leagues are being organized, and the farmers' organizations, such as granges, farmers' unions and farmers' clubs, are also being asked to join in the questioning of candidates. The state granges in sixteen states have declared for the initiative and referendum, and doubtless every local grange will stand for the people's sovereignty and against machine rule. Individuals are also requested to question candidates. Whenever a candidate speaks in public he should be questioned. Thus he will be forced to discuss the issue and pledge himself or state why he refuses. The line between the people's candidates and machine candidates can quickly be shown. Interrogate the candidates!

The programme is for the establishment of the people's sovereignty in national affairs as the result of this year's campaign. It is expected that at least a majority of the members elected to the house will be pledged, for twelve of the sixteen members from Missouri were pledged two years ago, and it was easily accomplished. The majority vote in the senate is to be secured by pledging the candidates for the legislatures—pledging them to instruct the hold over senators and to vote only for such senatorial candidates as are pledged.

Reviewing the second division of labor's programme for political progress, it will be noted that there are four main features: First, a demand for the advisory initiative and advisory referendum; second, the systematic questioning of all candidates, thereby preventing an evasion of the issue; third, the questions are to be asked by trades unions, county referendum leagues and farmers' organizations, also by individuals, and, fourth, a majority vote in the senate as well as the house is to be secured as the result of this year's campaign.

These four features were used two years ago, but the presidential contest interfered, and the programme was not issued by the American Federation of Labor until July 15. This year, with an early start and with no presidential campaign to absorb attention and with a widespread uprising against machine rule, coupled with an unprecedented independence on the part of the voters, it is confidently expected that success will perch on the people's banners in November. If so, the bills for the more pressing reforms will be passed to initiative petitions and circulated for signatures. Thus the bill for terminating government by injunction can be initiated in the autumn and winter, filed with congress when it establishes the advisory initiative and afterward put to a direct ballot of the voters. When submitted to the voters it will be approved, and thus the senate and house will be instructed. The instruction will be obeyed, for the members will be pledged—pledged to obey the will of their constituents when expressed by referendum vote. The president will undoubtedly approve the measure for the people will

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ASTORIA, OREGON

Have spoken. The completed law should be on the statute books before the expiration of the next congress.

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Mr. E. G. Case, a mail carrier of Canton Center, Conn., who has been in the U. S. service for about sixteen years, says: "We have tried many cough medicines for croup, but Chamberlain's Cough Remedy is king of all, and one to be relied upon every time. We also find it the best remedy for coughs and colds, giving certain results, and leaving no bad after effects." For sale by Frank Hart and Leading Druggists.

### WHAT'S

worth doing is worth doing well. If you wish to be cured of Rheumatism, use Ballard's Snow Liniment and you will be well cured. A positive cure for Sprains, Neuralgia, Bruises, Contracted Muscles, and all the ills that flesh is heir to. A. G. M. Williams, Navasota, Texas, writes: "I have used Snow Liniment for sprained ankle and it gave the best of satisfaction. I always keep it in the house." Harts Drug Store.

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